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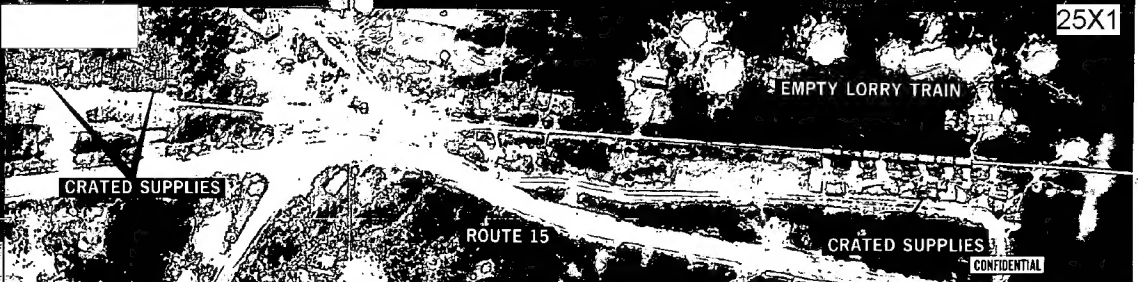
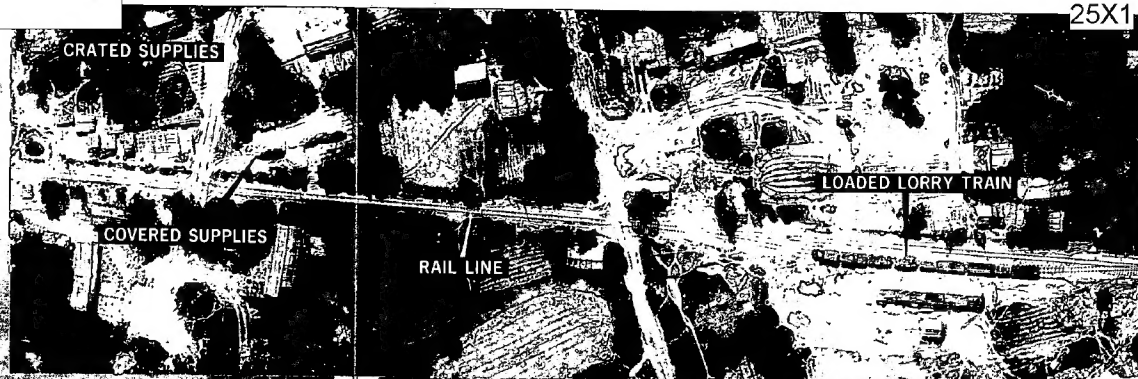


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**TRANSHIPMENT AND STORAGE AREAS
BAI DUC THON, NORTH VIETNAM
18-02N 105-50E**

25X1



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REFERENCE:

ATTACHMENT TO M-5827
14 FEBRUARY 1969
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TRANSSHIPMENT AND STORAGE AREAS
BAI DUC THON, NORTH VIETNAM
1802N 10550E

1. SIGNIFICANCE:

THIS BRIEFING BOARD DEPICTS TYPICAL TRANSSHIPMENT AND TEMPORARY STORAGE ACTIVITY AT THE BAI DUC THON STAGING AREA.

2. LOCATION:

AT BAI DUC THON, NORTH VIETNAM AND 24 NM NORTH OF THE LAOTIAN BORDER.

3. BACKGROUND:

BAI DUC THON HAS BEEN THE MAJOR STAGING AREA FOR THE INFILTRATION OF SUPPLIES FROM NORTH VIETNAM THROUGH MU GIA PASS/ROUTE 15, INTO LAOS AND ULTIMATELY SOUTH VIETNAM. THESE MATERIALS SHIPPED FROM NORTHERN SUPPLY AREAS ARE FINALLY TRANSLOADED OR TEMPORARILY HELD FOR LATER SHIPMENT SOUTHWARD. MOST OF THESE MATERIALS HAVE BEEN TRANSSHIPPED AT THE RAIL AND WATER TRANSHIPMENT AREAS AT VINH, REACHING BAI DUC THON DIRECTLY BY CARGO TRUCK OR BY AN INTEGRATED WATER-RAIL-VEHICLE LOGISTICS NETWORK WHICH HAS DEVELOPED BETWEEN VINH AND BAI DUC THON LARGELY SINCE NOVEMBER 1968.

DURING PREVIOUS PERIODS OF BOMBING, SUPPLIES REACHING BAI DUC THON WERE USUALLY HELD IN THE ATTEMPTED CONCEALMENT OF HEAVY TREE CANOPIED STORAGE AREAS AND TRUCK PARKS AS WELL AS IN STORAGE HUTS/SHELTERS. SUBSEQUENT TO NOVEMBER 1968 THERE HAS BEEN AN OBSERVED INCREASE IN THE VOLUME OF SUPPLIES

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GROUP 1: EXCLUDED FROM
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REACHING BAI DUC THON. A LARGE PORTION OF THESE SUPPLIES, PARTICULARLY CRATED GOODS AND POL DRUMS, ARE HELD IN NEWLY GRADED OPEN STORAGE AREAS ADJACENT TO ROUTE 15 AND THE RAIL LINE SERVING THE AREA. THIS LOW CAPACITY RAIL LINE IS PRESENTLY OPERATIONAL BETWEEN BAI DUC THON AND THE HA DONG AND XOM HOAI WATER-TO-LAND TRANSSHIPMENT AREA 18 NM NORTH OF THE STAGING AREA.

4. MISSION READOUT:

PHOTOGRAPHY REVEALS RAIL-TO-ROAD TRANSSHIPMENT AND 25X1
TEMPORARY STORAGE OF SUPPLIES IN SEVERAL STORAGE AREAS ALONG THE RAIL LINE SERVING THE BAI DUC THON STAGING COMPLEX.

ON THE TOP PHOTO A LORRY TRAIN LOADED WITH POL DRUMS AND PROBABLE PETROLEUM PIPE IS OBSERVED STANDING ON A RAIL SIDING. HUTS/SHELTERS ALONG BOTH SIDES OF THE LINE ARE PROBABLY USED FOR SUPPLY STORAGE. SUPPLIES OBSERVED IN THE AREA OF THIS TRANSSHIPMENT POINT INCLUDES SACKED GOODS (PROBABLY RICE), POL DRUMS, AND STACKS OF CRATED GOODS.

THE CENTER PHOTO SHOWS POL DRUM STORAGE AND TRANSFER POINT LOCATED BETWEEN ROUTE 15 AND THE RAIL LINE. IN THE ENTIRE STAGING COMPLEX ON THIS DATE AT LEAST 2300 DRUMS (126,500 U.S. GAL CAPACITY) WERE OBSERVED. TWELVE STACKS OF PROBABLE PETROLEUM PIPES ARE ALSO SHOWN. THIS AREA IS APPARENTLY THE PRIMARY LOCATION OF RAIL TO TRUCK TRANSFER OF PETROLEUM PRODUCTS.

ON THE BOTTOM PHOTO A TYPICAL RAIL TO ROAD SUPPLY TRANSLOADING AND STORAGE AREA IS SHOWN. A LORRY TRAIN APPROXIMATELY THREE-FOURTHS EMPTY IS STANDING ON THE TRACK AND IS PROBABLE IN PROCESS OF BEING OFF LOADED. SMALL

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VARIOUS SIZE CRATES HAVE BEEN STACKED ON BOTH SIDES OF THE RAIL LINE.
ALTHOUGH NOT SHOWN ON GRAPHIC THREE CARGO TRUCKS ARE BEING LOADED WITH
CRATES FROM THE STACKS.



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MAP REFERENCE: SERIES L7014 6145 II, SERIES 1501-NE48-7

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